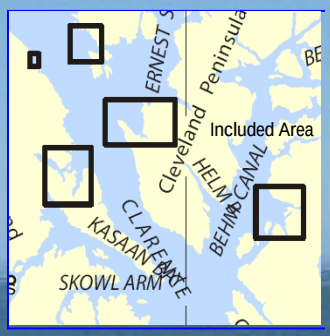
BookletChart™

Harbor Charts –
Clarence Strait and Behm Canal

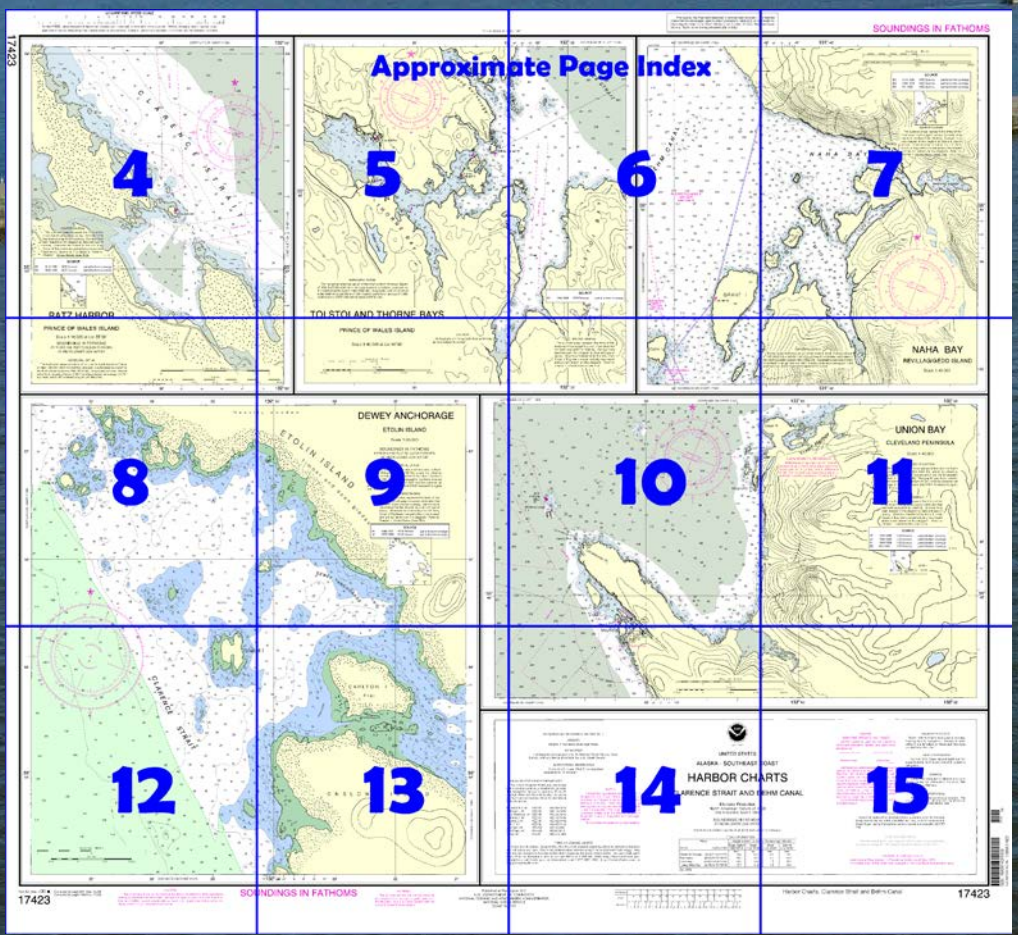
NOAA Chart 17423

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

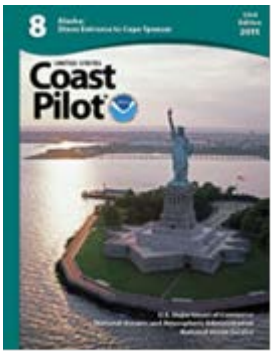
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17423.



(Selected Excerpts from Coast Pilot)
Behm Canal borders the E, N, and W sides of Revillagigedo Island; its E entrance, between **Point Sykes** and **Point Alava**, is about 5.7 miles NNE of Mary Island Light. The W entrance of the canal between Point Higgins and Caamano Point is about 2 miles N of Guard Islands Light; the distance from the E entrance to the W entrance through Revillagigedo Channel and Tongass Narrows is about 30 miles; the length of the canal from entrance to entrance is about 100 miles. It was reported that in the winter there are strong N blows and that small boats often ice up in Behm Canal.
Naval **restricted** areas are in Behm Canal along the W side of Revillagigedo Island. (See **334.1275**, chapter 2, for limits/regulations.)
Currents.–The flood current enters Behm Canal at each end and meets somewhere in the vicinity of Burroughs Bay. In general the currents are not very strong, ordinarily from 1 to 1.4 knots. Tide rips generally occur on the ebb at the mouths of the various tributaries. During the ebb a strong W set is noticed in Behm Canal at the entrance to Naha Bay. (See the Tidal Current Tables for daily predictions in Behm Canal.) In the early summer, milky colored water extends from Burroughs Bay to the W end of Gedney Island and up into Yes Bay. This is the result of the glacial silt carried down by the rivers emptying into Burroughs Bay.
The cove E of **Roe Point**, on the E shore, is a fair anchorage for small craft in 5 to 10 fathoms, soft bottom.
Indian Point marks the N entrance to Naha Bay. The country N of the point is heavily wooded. The shore is rocky and generally steep-to.
Naha Bay, on the E side of Behm Canal about 11.5 miles NE of Caamano Point, is a popular sports fishing and hunting area. The bay and its approaches are clear. **Loring** is a village on the N side near the head of the bay. **Cache Island**, round and wooded, is near the middle of Naha Bay and has deep water on all sides with the exception of a 9-fathom spot about 0.3 mile W of the island.
The usual anchorage is just below the ruins of an old wharf about 300 yards from the shore of the village, in 19 fathoms, mud bottom. The shore in front of the village should not be approached closer than 100 yards. Small craft can find anchorage in the small bay N of **Dogfish Island** where shelter is had from any SW squalls. The bight E of the village is practically dry at low water. A State-maintained L-shaped small-craft float and a seaplane float joining it at the SE end are at the head of the cove W of the wharf in ruins.
Roosevelt Lagoon is a body of brackish water that is connected to Naha Bay through a tiderace only at extreme high water. The passage is dangerous and should not be used without local knowledge. Small barges at one time made this passage.
Moser Bay, an indentation in Revillagigedo Island, is separated from Naha Bay by **Cedar Island**, **Moser Island**, and **Stack Island**. Good anchorage for small craft is found in 7 fathoms in the small bight in the NW part of the bay; for larger craft in 20 fathoms at the head of the bay. A reef makes off SE from **Cod Point**.
Dewey Anchorage, on the NE side of Clarence Strait opposite Ratz Harbor, can be used as a summer anchorage, but the bottom is irregular and rocky; there are several dangers in the entrance and the protection is poor. **Gull Point**, the NW extremity of Onslow Island, is the SE point at the entrance. A rock awash is about 200 yards NW of the point, and a reef, marked by kelp and covered by 1½ feet of water, is 0.6 mile SW of it. **Carlton Island** is the larger island NE of Gull Point; a shoal extends 350 yards SW from its W end. **Mabel Island**, about 0.2 mile in diameter, is about 0.8 mile NW of Gull Point; a reef covered at half tide and without kelp is 0.6 mile SSW of the island; two reefs that bare are about 0.8 mile to the NW. The channel between the reefs to the NW has a least depth of 17 feet; a rock awash is 0.1 mile S of the E reef. **Center Island**, about 0.1 mile in diameter, is about midway between Mabel Island and the N shore of Dewey Anchorage. A shoal with a least depth of 23 feet is between Center and Mabel Islands. A reef extends about 75 yards off the NE side of Center Island; a rock awash is just off the end of the reef. A shoal with a least depth of 20 feet is 0.5 mile SE of Center Island. The area between Center Island and the N shore of Dewey Anchorage is shoal and has a least depth of 21 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 04/06
Corrected through LNM Feb. 21/06

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

VEGETATION
The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

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WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Ketchikan, AK	WXJ-26	162.55 MHz
Craig, AK	KXI-80	162.475 MHz

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RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 10° from the normal variation have been observed in the astern part of Union bay, and a difference of 38° from normal has been observed at a mall islet 0.8 mile southwest of Union Point.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.211" southward and 6.051" westward to agree with this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.272" southward and 6.065" westward to agree with this chart.

HORIZONTAL DATUM
The horizontal reference datum of ths chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.293 southward and 6.024" westward to agree with this chart.

HORIZONTAL DATUM
The horizontal reference datum of ths chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.281" southward and 6.098" westward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coas Survey, with additional data from the U.S. Coast Guard.

WIRE DRAGGED AREAS
The area tinted green was swept in 1916 for previously undetected dangers to navigation. All dangers found are shown on this chart.

HORIZONTAL DATUM
The horizontal reference datum of ths chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.301" southward and 6.058" westward to agree with this chart.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

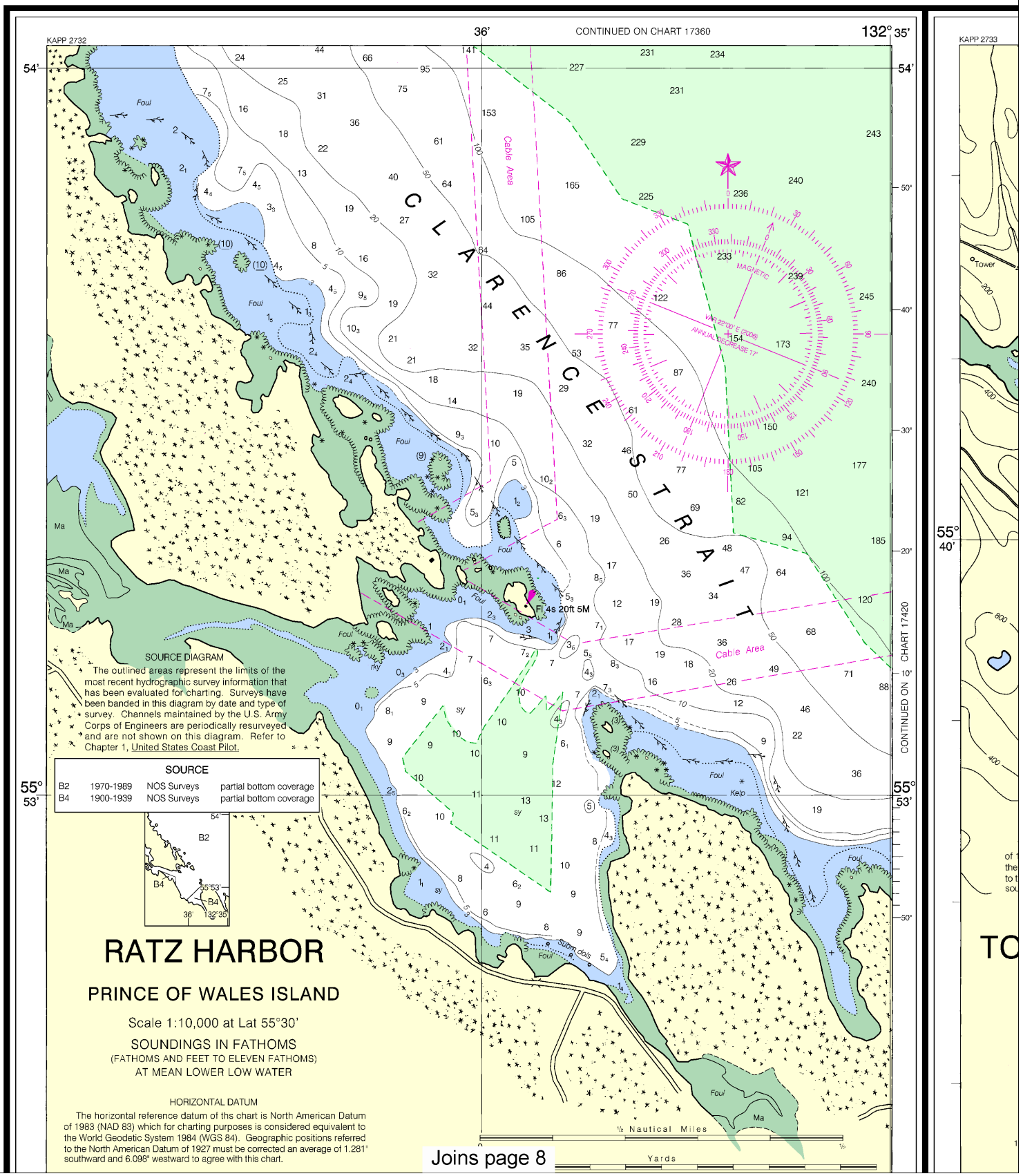
Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Dewey Anchorage	(55°55'N/132°22'W)	15.9	15.1	1.4	-4.5
Ratz Harbor	(55°53'N/132°36'W)	16.0	15.1	1.4	-4.5
Union Bay	(55°45'N/132°12'W)	16.5	15.6	1.5	-4.5
Loring, Naha Bay	(55°36'N/131°38'W)	15.7	14.9	1.5	-4.5

(Dec 2005)

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots



RATZ HARBOR

PRINCE OF WALES ISLAND

Scale 1:10,000 at Lat 55°30'

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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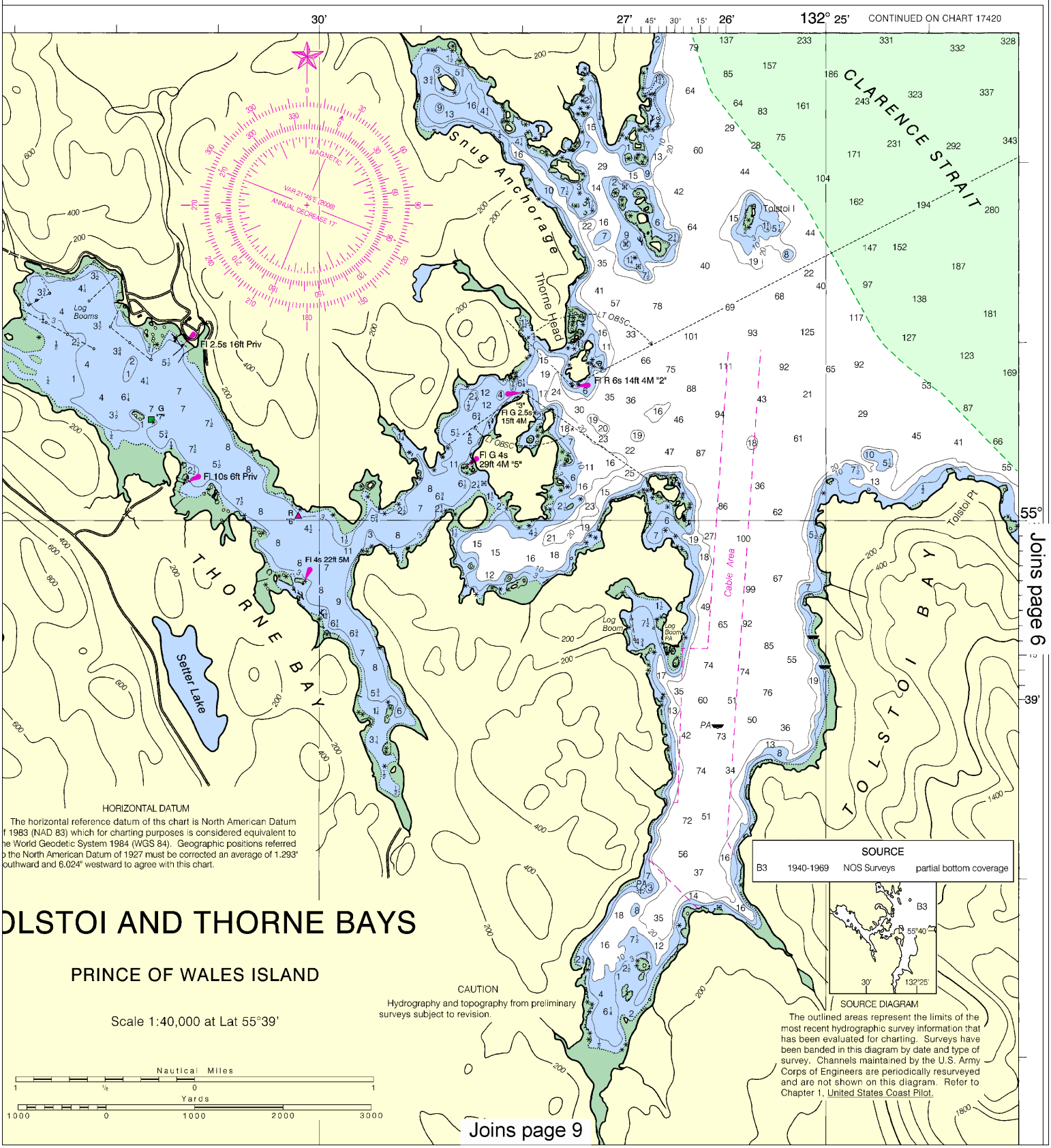
Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500



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OLSTOI AND THORNE BAYS

PRINCE OF WALES ISLAND

Scale 1:40,000 at Lat 55°39'

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000 3000

CAUTION

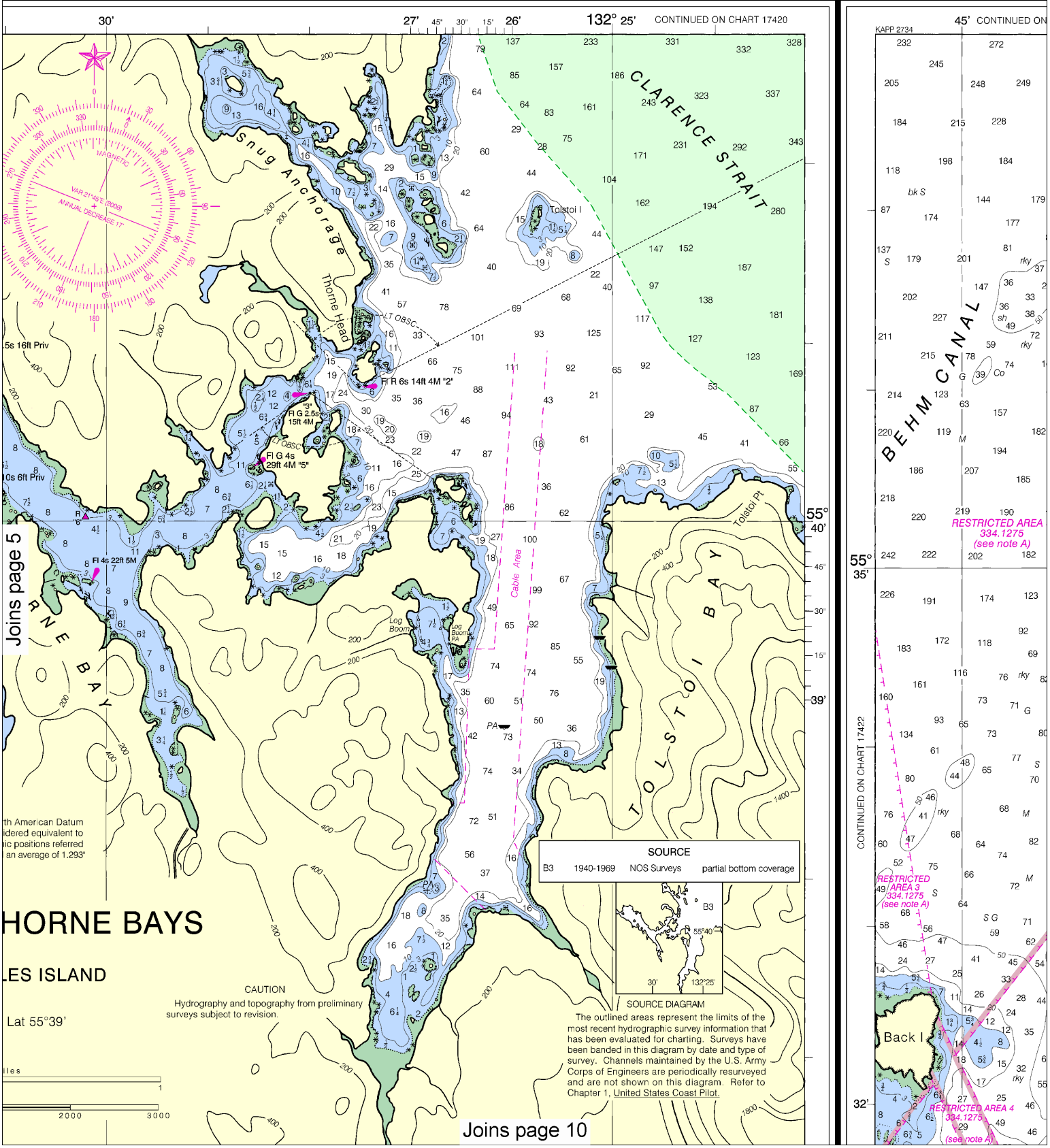
Hydrography and topography from preliminary surveys subject to revision.

SOURCE			
B3	1940-1969	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

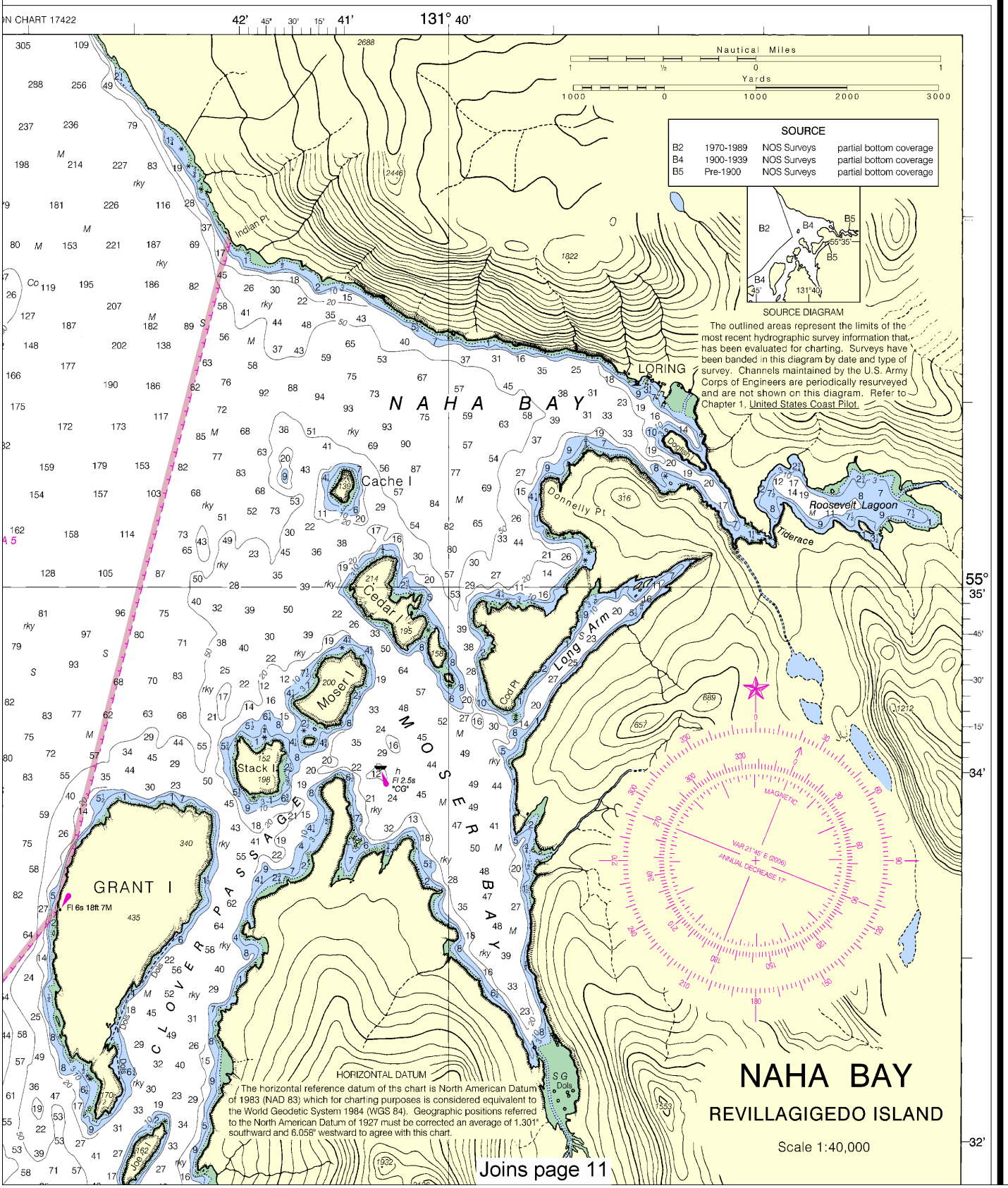
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

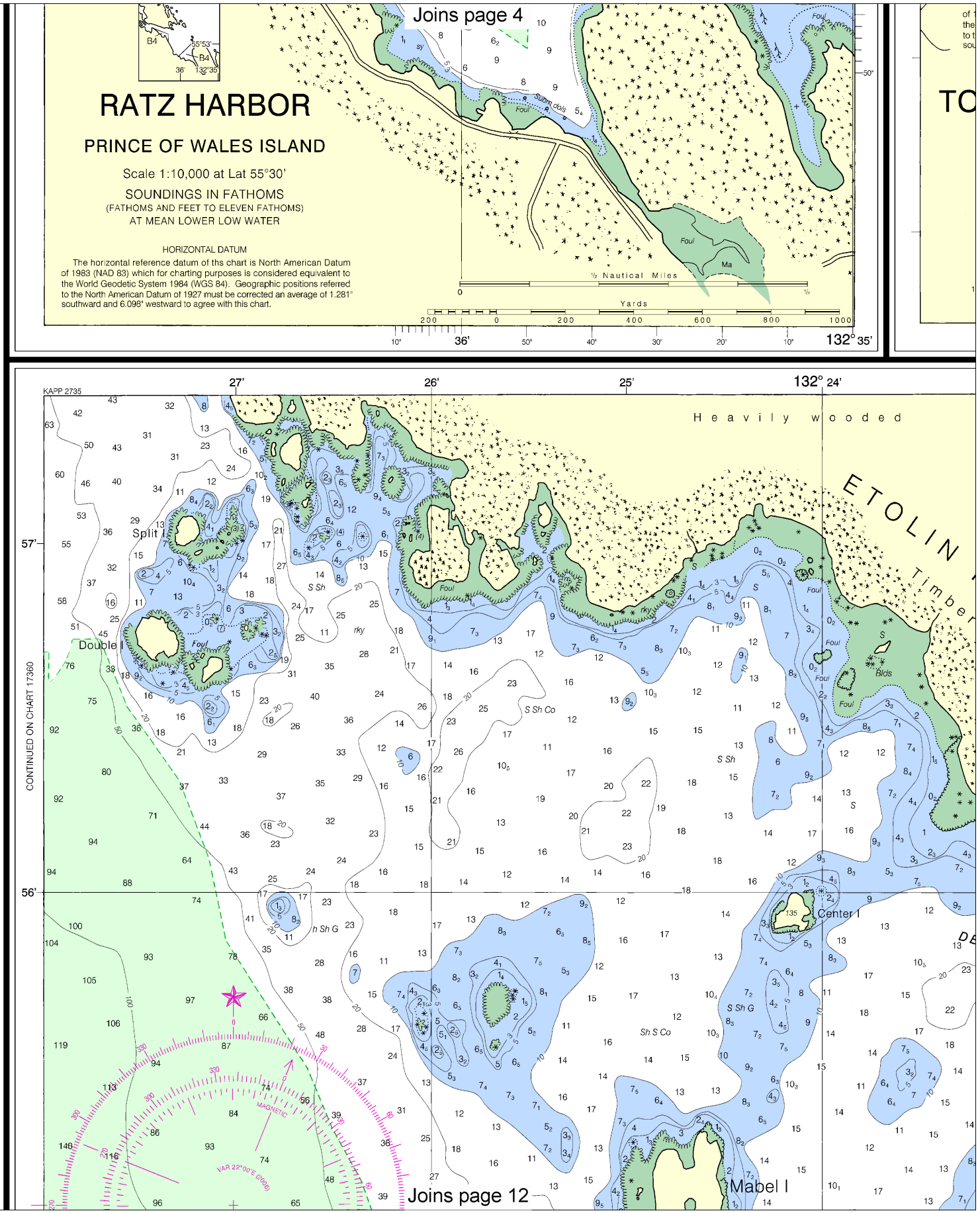
Yards: 500, 0, 500, 1000, 1500, 2000, 2500

rt has been designed to promote safe navigation. The National rages users to submit corrections, additions, or comments for to the Chief, Marine Chart Division (N/CS2), National Ocean r Spring, Maryland 20910-3282.

SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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OLSTOI AND THORNE BAYS

PRINCE OF WALES ISLAND

Scale 1:40,000 at Lat 55°39'

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000 3000

Joins page 5

CAUTION
Hydrography and topography from preliminary surveys subject to revision.

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage

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30' 132° 25'

DEWEY ANCHORAGE

ETOLIN ISLAND

Scale 1:20,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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SOURCE

B1	1990-2002	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage

23' 22' 21' 57' 56'

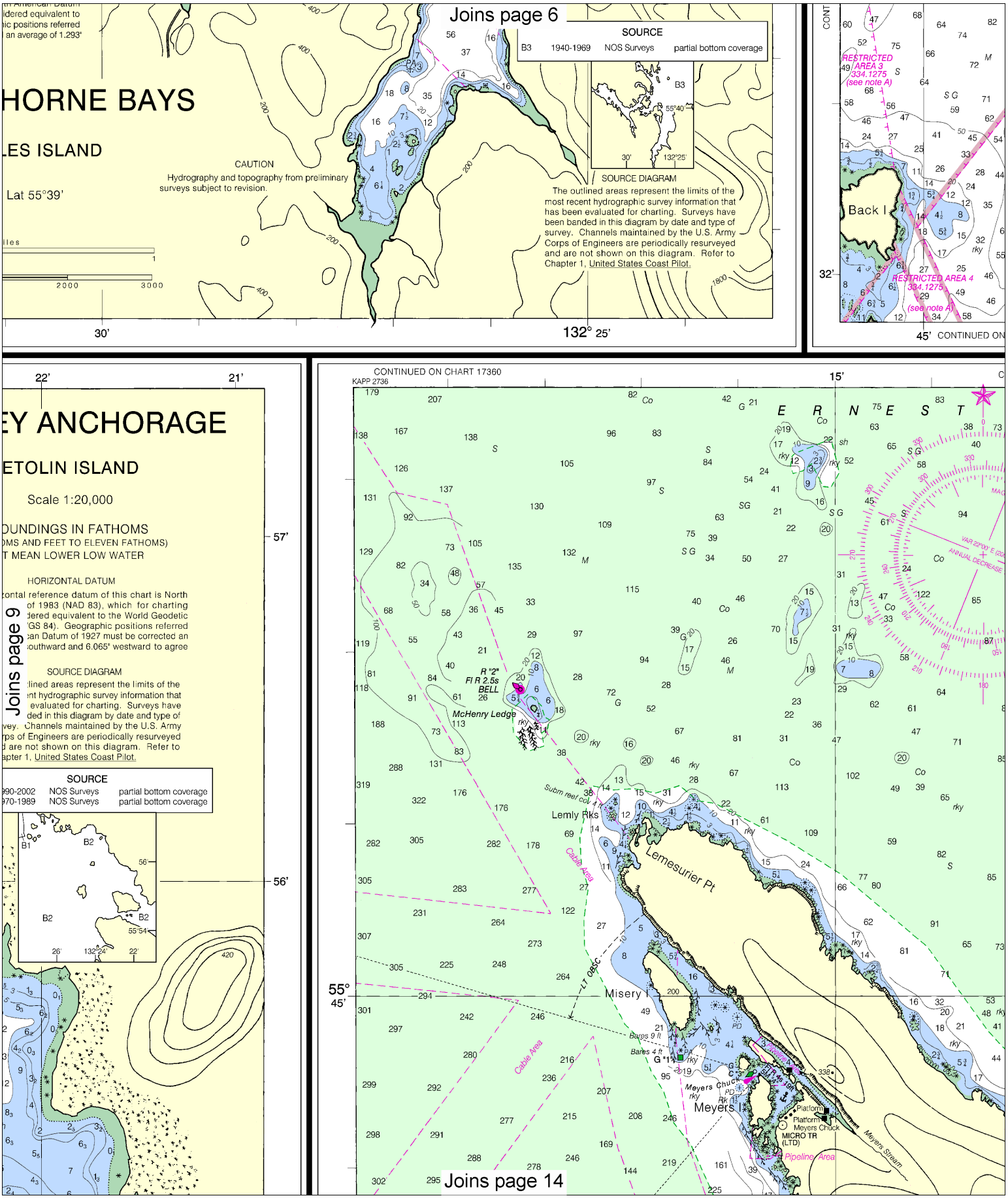
ISLAND
r and open glades
EWEY ANCHORAGE
Rep PD
S Sh
Foul
S G

Joins page 13

CONTINUED ON CHART 17360
KAPP 2736

R "2" Fl R 2.5s BELL
McHenry Ledge
Subm reef col
Lemly Rks
Lemesurier Pt
Cable Area
LT 085C
Misery I
Bares 9 ft
Bares 4 ft
G "11"
Meyers Chuck
Meyers I
55° 45'

Joins page 10



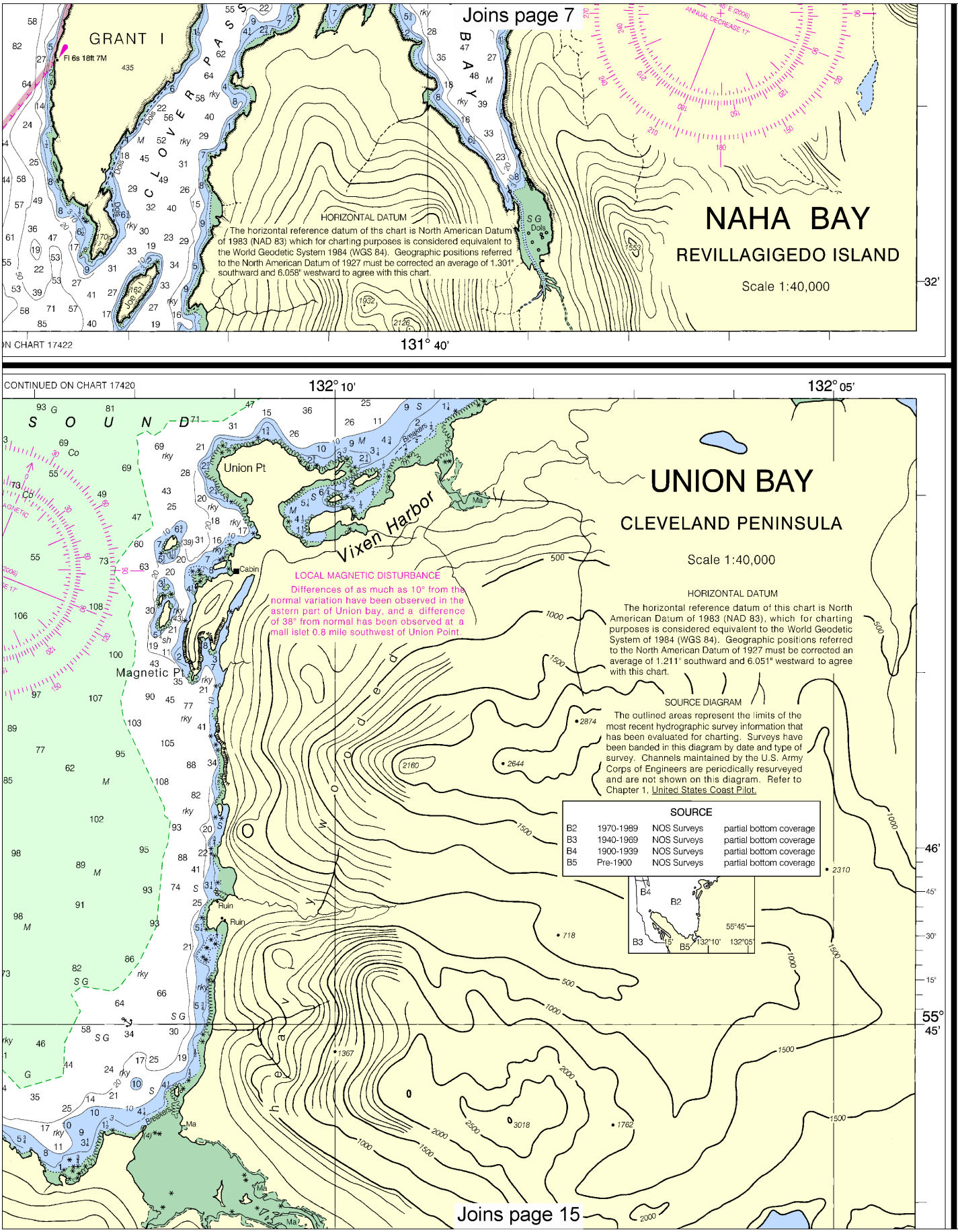
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 7
GRANT I
Fl 6s 18ft 7M
CLOVER PASS
BAY
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NAHA BAY
REVILLAGIGEDO ISLAND
Scale 1:40,000
32'
ON CHART 17422
131° 40'
CONTINUED ON CHART 17420
132° 10'
132° 05'
SOUND
Union Pt
Vixen Harbor
Magnetic Pt
Cabin
UNION BAY
CLEVELAND PENINSULA
Scale 1:40,000
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 10° from the normal variation have been observed in the eastern part of Union bay, and a difference of 38° from normal has been observed at a mall islet 0.8 mile southwest of Union Point.
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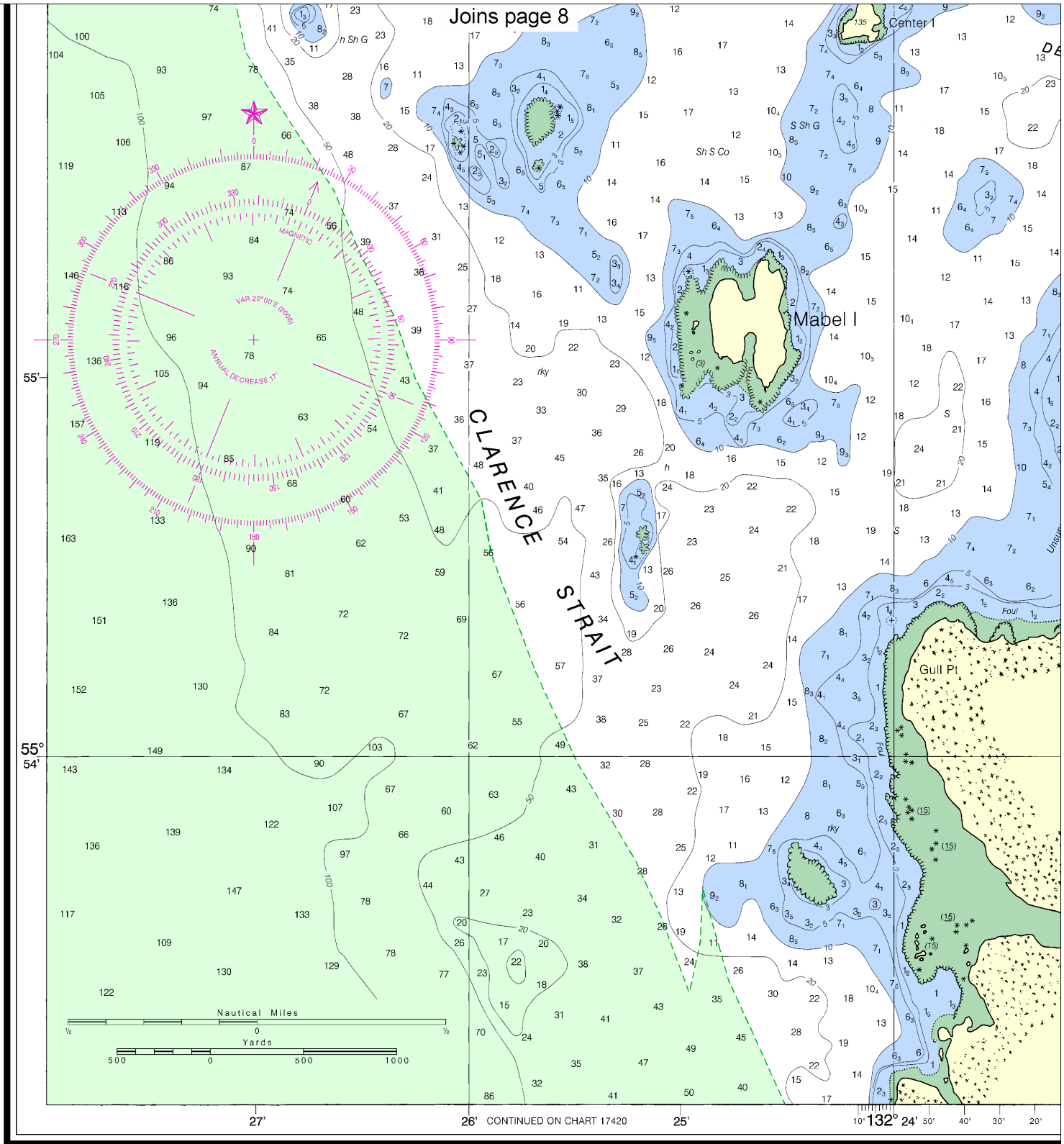
SOURCE
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage
B4
B2
B3
B5
55°45'
15'
132°10'
132°05'
46'
45'
30'
15'
55° 45'
Joins page 15



14th Ed., Mar. / 06 ■ Corrected through NM Mar. 04/06
Corrected through LNM Feb. 21/06

17423

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FA

12

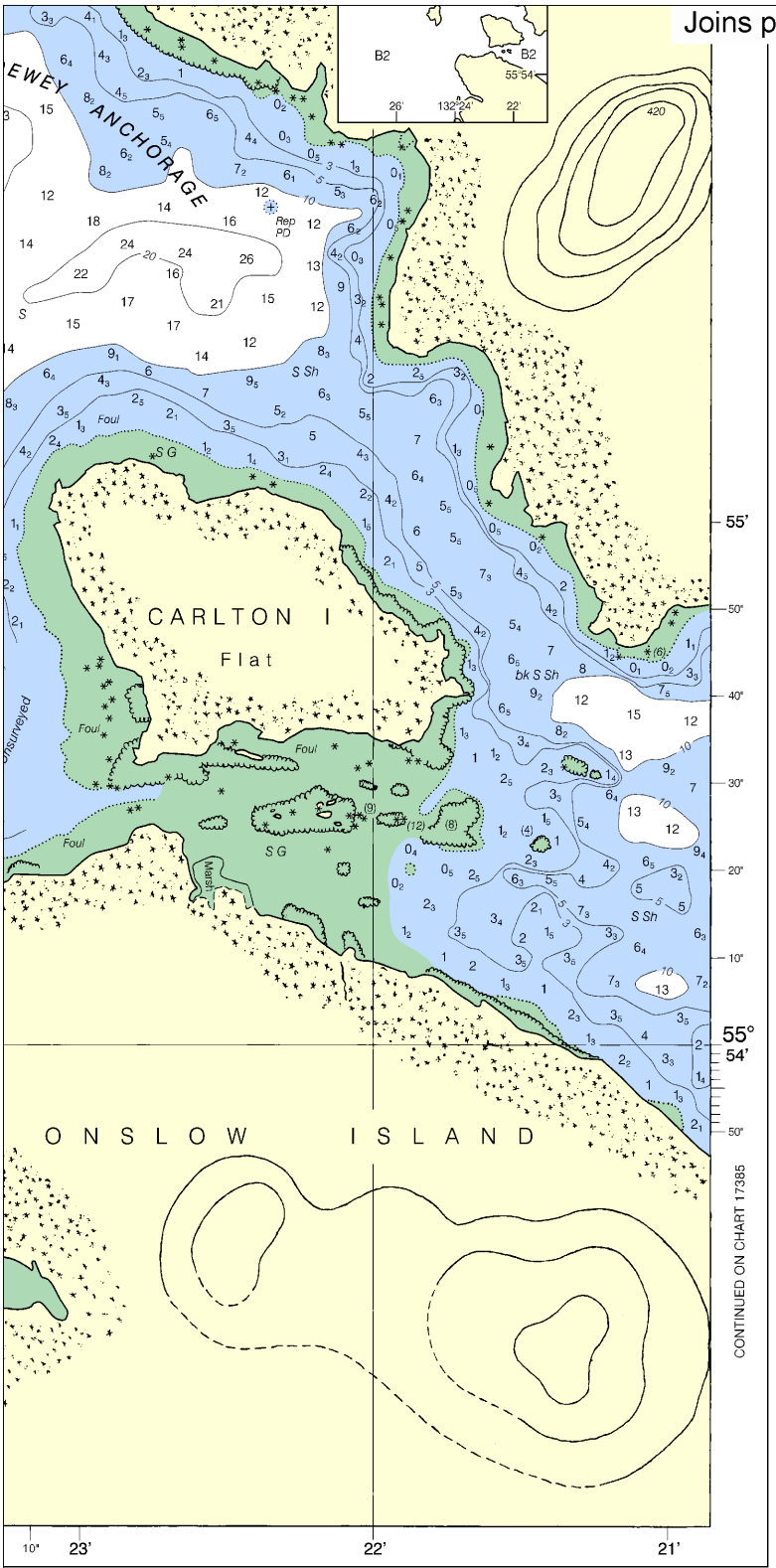
Note: Chart grid lines are aligned with true north.

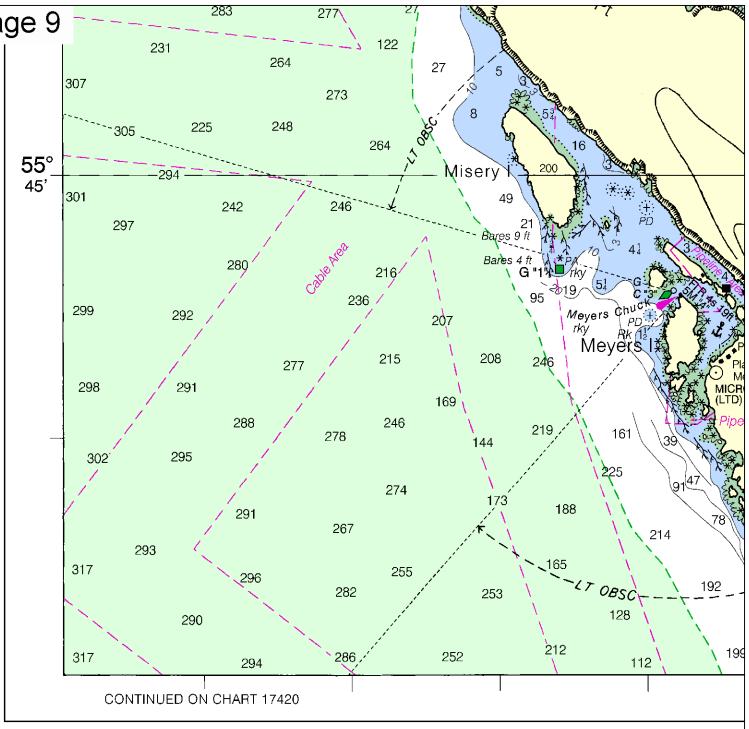
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 9





For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coas Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

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Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Ketchikan, AK	WXJ-26	162.55 MHz
Craig, AK	KXI-80	162.475 MHz

NOTE A

Navigation regulations are publishe Chapter 2, U.S. Coast Pilot 8. Additions revisions to Chapter 2 are published in Notice to Mariners. Information concern the regulations may be obtained at the Of of the Commander, 17th Coast Guard Dis in Juneau, Alaska, or at the Office of the Dis Engineer, Corps of Engineers in Anchora Alaska.

Refer to charted regulation section numb

PRINT-ON-DEMAND CHARTS

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Joins page 14

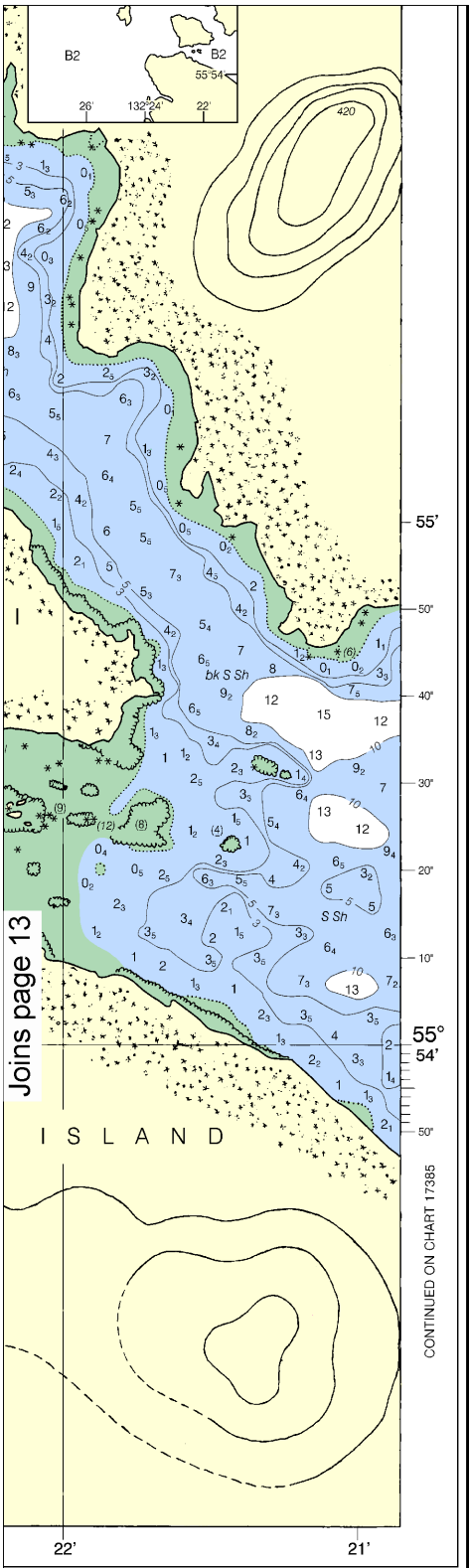
ATHOMS

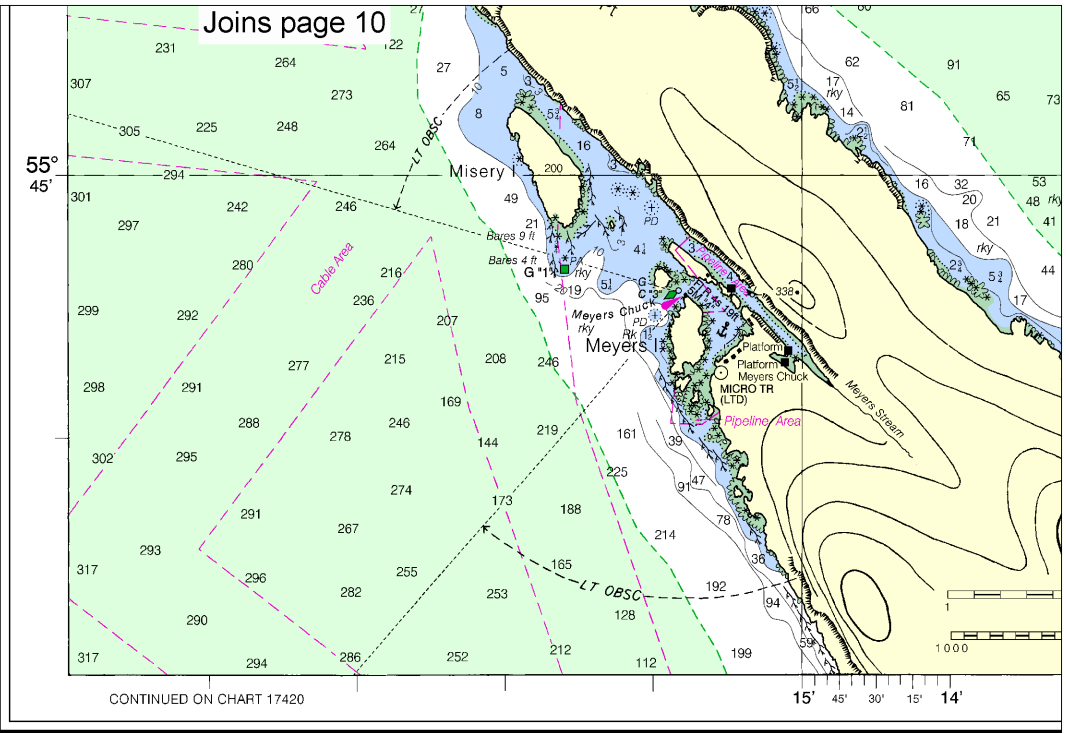
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2





For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coas
Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Ketchikan, AK	WXJ-26	162.55 MHz
Craig, AK	KXI-80	162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

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A

HA

CLAREN

Add

Name
Dewey Anchorag
Ratz Harbor
Union Bay
Loring, Naha Ba

(Dec 2005)

WARNING

e prudent mariner will not rely solely on
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g aids. See U.S. Coast Guard Light List
S. Coast Pilot for details.

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NATIONAL OCEAN SERVICE
COAST SURVEY

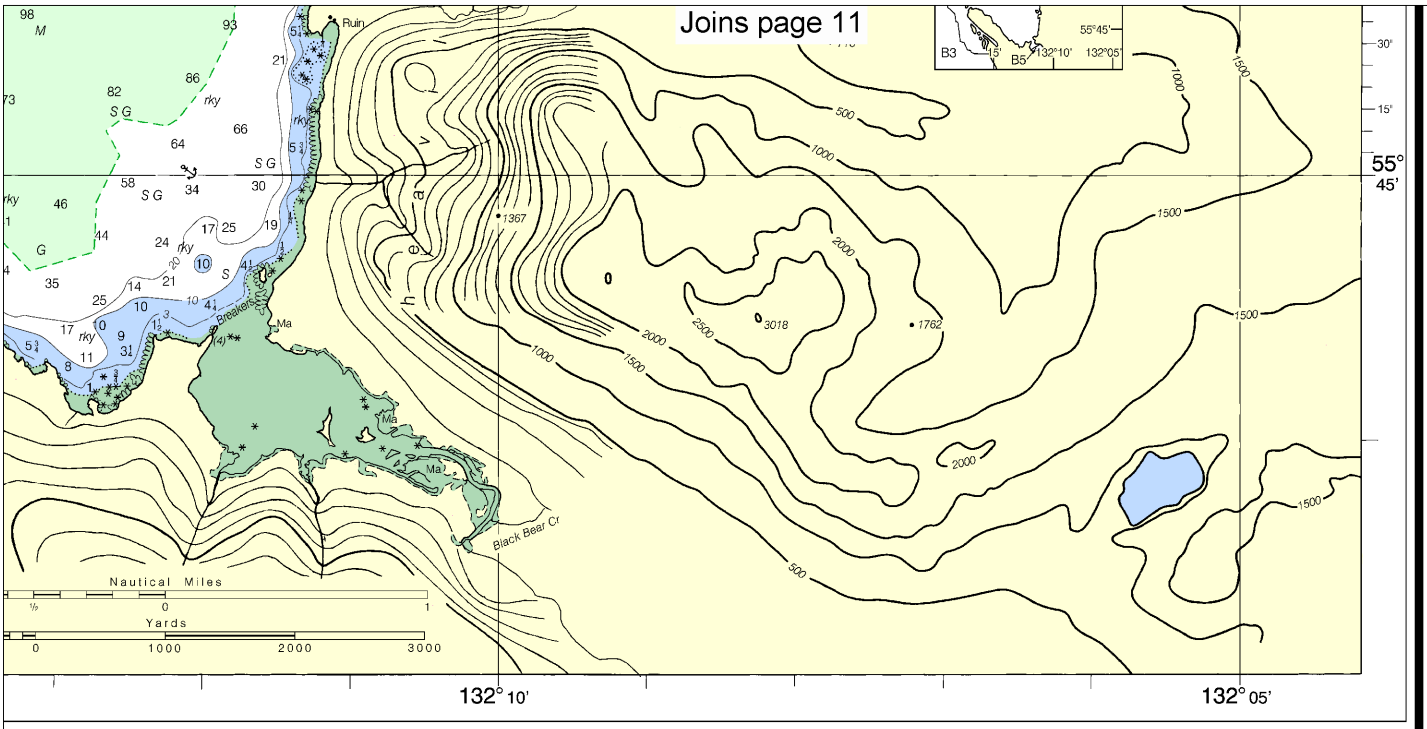
FATHOMS	1	2	3	4	5	6	7	8	9	10	
FEET	6	12	18	24	30	36	42	48	54	60	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	2

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500



NOAA

COAST SURVEY

UNITED STATES

ALASKA - SOUTHEAST COAST

ARBOR CHARTS

NCE STRAIT AND BEHM CANAL

Mercator Projection
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

ditional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
age (55°55'N/132°22'W)	15.9	15.1	1.4	-4.5
(55°53'N/132°36'W)	16.0	15.1	1.4	-4.5
(55°45'N/132°12'W)	16.5	15.6	1.5	-4.5
Bay (55°36'N/131°38'W)	15.7	14.9	1.5	-4.5

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WIRE DRAGGED AREAS

The area tinted green was swept in 1916 for previously undetected dangers to navigation. All dangers found are shown on this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ED NO. 14

NSN 7642014011459 NGA REFERENCE NO. 17XHA17423

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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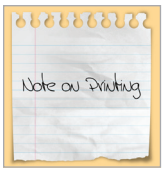

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker